

PAN AMERICAN
fisherman

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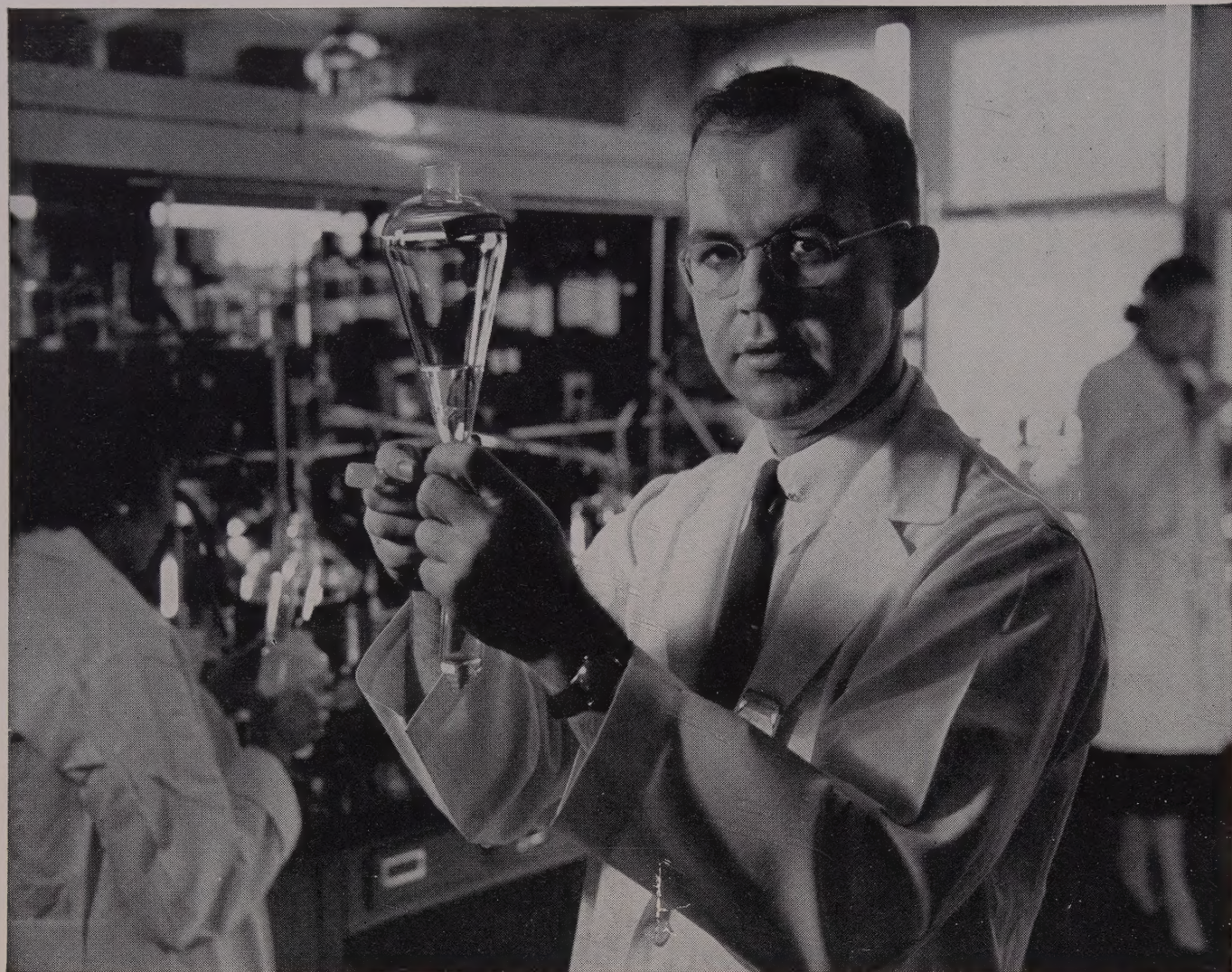


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GADGETS AND AUTOMATIC FISHING

• ALONG THE SAN DIEGO WATERFRONT

GOVERNMENT ASSISTANCE IN VARIOUS COUNTRIES



PHOTOGRAPH BY RICHARD BEATTIE

What we still don't know about cancer —and one of the reasons why

IN THE PAST FEW YEARS, our knowledge of the nature of cancer, and how to treat it, has grown encouragingly. Patients, who would have been considered hopeless cases even five years ago, today are being completely cured. And even those who apply for treatment too late can usually live longer—and less painfully—because of modern palliative treatment.

All the same, there have been defeats as well as victories. We do not know—to take a single example—why so many more men are now dying from cancer of the lung. In 1933—just twenty years ago—lung cancer killed 2,252 men; in 1953, some 18,500. That's a great increase—which even our expanded population, and other known factors, can't possibly account for in full.

Well, why haven't we found more of the answers to cancer?

Not only because cancer is an im-

mensely complex problem: difficult to diagnose, and difficult to treat; challenging to the best research minds.

All that is true enough. But there is another reason: *we do not* have enough money.

Last year your gifts to the American Cancer Society were more generous than ever before. But they were not enough.

You gave the Society almost twenty millions to fight a disease that—at present death rates—will kill twenty-three million living Americans.

Less than one dollar for each American destined to die from cancer. Much more is needed for research, for education, for clinics. Won't you please do *your* part . . . now?

American Cancer Society

Cancer
Man's cruellest
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FISHERY PRODUCTS OUTLOOK

Fairly steady markets for edible fishery products will prevail during the second quarter of 1954, according to the April-June issue of the *Quarterly Outlook for Marketing Fishery Products*, released by the Fish and Wildlife Service, Department of the Interior.

The report sets forth the prospective markets for individual fishery products and byproducts and describes conditions affecting these markets. Emphasis is placed on: (1) anticipation of heavy seasonal runs of commercially important fish; (2) forecasts on the menhaden catch as the season for this species gets under way; (3) evaluation of probable effects the Alaskan fishing curbs will have on this year's salmon pack; (4) predictions on effects of the 10-day post season open period for halibut fishing in the North Pacific; and (5) consideration, for the first time in this publication, of prospective markets for fish solubles.

Imports, according to the report,

will be heavier for canned items but relatively unchanged for other fishery products. Exports are expected to be light and to show no increase over the same quarter of 1953.

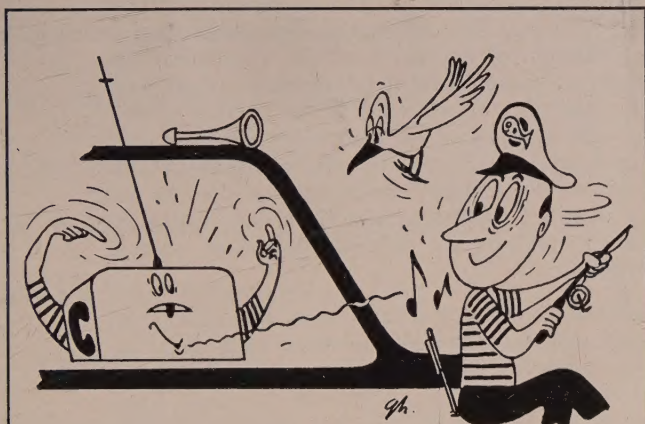
Canned, Fresh, Frozen

Supplies of fresh fishery products, the report states, will increase during the quarter as a number of seasonal fisheries reach peak production. Stocks of frozen fish and shellfish in cold storage will reach their annual low during April and May. These stocks are expected to show an increase, however, by the quarter's end.

Nearly 139 million pounds of frozen fishery products were in storage on February 28. This was 19% above the 1949-1953 average for this quarter and only 2% below the quantities on hand on March 1, 1953, when frozen product storage stocks reached an all-time high for that month.

Stocks of most varieties of canned fish will be low during this April-June period, the report points out, since the new pack will not become available until the third and fourth quarters. Prices for canned fish are expected to remain firm during this second quarter.

One of the chief factors contributing to general market stability is the spectacular current production and consumer acceptance of prepared products, notably, "fish sticks." The development of fish sticks originated in an initial output of about 100,000 pounds during January 1953, and production of this item has expanded steadily since that time. A recent survey indicates that last year's output came to more than 7½ million pounds and production for 1954 will probably exceed 30 million pounds. Other prepared fishery products, such as tuna pies, seafood dinners, and concentrated soups are gaining national distribution, according to the report, and a strong future for these items, too, is seen.



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Low Cost Tuna Packing

An economical new process is being tried out which packs tuna without precooking. Instead it uses a centrifugal extraction process.

First, the head of the tuna is removed by a compressed air-operated guillotine knife. The fish is then placed between spring-loaded, curved guides that carry it into four rotating circular knives which quarter the tuna. The tail, backbone and viscera are removed by hand as the fish is conveyed to a 10-station cleaning table where the dark meat is removed from the quarters.

Next the cleaned quarters are pushed into the skinner, where a series of rubber rollers and a conveyor belt move them on a 10-station table where washing and filleting is performed.

The filling equipment consists of a six-pocket horizontal turret which is said to operate at the rate of 250 cans per minute. Twenty-five people are required to operate the line, which is claimed to give 10 percent increased recovery per ton of tuna.

Good Longlines Results South of Hawaii

Arrival of the fishing vessel *North American* at San Diego on May 15 with 71 tons of yellowfin tuna marked the end of the first full-scale attempt by West Coast commercial fishermen to use longlines to fish the tuna grounds in the waters south of Hawaii. According to the director of the Pacific Oceanic Fishery Investigations, whose research vessels discovered and charted the equatorial tuna grounds of the central Pacific, the vessels *North American* and the smaller *Alrita*, made two fishing trips apiece in the Line Islands area, mainly in the vicinity of Christmas Island. Fish and Wildlife Service observers from Honolulu accompanied the vessels on both cruises to gather information that will be of value to other fishermen entering this fishery in the future.

The *North American* and the *Alrita* sailed from Honolulu March 13, after delivering their first catches to Hawaiian tuna packers' plant, and both began their second fishing operation on March 18. On April 17 about 10 tons of yellowfin and some marlin was transferred from the *North American* to the *Alrita*, which then proceeded to Honolulu and delivered 31 tons of tuna to Hawaiian tuna packers and sailed back to the coast empty. The *North American*

FCC Amendment on Frequencies

The Federal Communications Commission announced the adoption of an order making final a modified version of a previously proposed rule change, dealing with the use of 2738 kc by ship telephone stations. The newly adopted rule requires that on or after June 15, 1954, the frequency 2738 kc may not be used by or assigned to a ship telephone station unless the license of such station has submitted to the Commission's office at Washington, D. C., an appropriate certificate from a qualified person attesting to the suppression of second harmonic radiation in accordance with the following attenuation table:

Maximum authorized transmitter power as specifically defined in Section 8.7 (ii)	Attenuation in decibels
Up to and including 150 watts-----	40
Over 150 watts up to and including 600 watts----	50
Over 600 watts -----	60

This action by the Commission was made necessary because of the widespread harmful interference now being received by the aeronautical mobile service on the frequency 5476.5 kc.

Under the new Rule, the frequency 2738 kc will not be authorized for use by any licensee who has not filed with the Commission such a certificate by June 15, 1954. Show Cause Orders looking to the modification of the station licenses to delete 2738 kc will be issued by the Commission to all ship telephone stations observed operating on 2738 kc without the aforementioned certificate, regardless of whether or not harmful interference is being caused to the use of 5476.5 kc.

The Commission wishes to make clear that the Rule is an addition to and not a substitute for its existing enforcement program, which will continue unchanged. Rule 8.108, which prohibits the radiation of emissions outside the authorized frequency band that cause harmful interference or are capable of causing harmful interference to the service of any other station, will continue to be vigorously enforced and proceedings looking towards the deletion of 2738 kc will be instituted whenever harmonic emissions on 5476.5 kc are observed regardless of whether a certificate has been submitted to the Commission by the ship telephone station licensee in question.

The Commission also wishes to make clear that this action is a temporary measure intended to serve only until its proposed rules in Docket 10887, relative to technical standards for ship-board transmitters in general are made final. The proposal in Docket 10887 does not contemplate that licensees will be required to again certify equipment which has already been certified in connection with Docket 10963.

continued to fish for 20 more days before heading for San Diego with a full load.

The average daily catch of each boat was in the neighborhood of two tons, the highest day's catch for the second trip being five tons. About 950 hooks were fished each day to make this catch. The yellowfin tuna taken averaged about 110 pounds in weight, and this high average weight means that a considerable percentage of the fish were above the limit

of the size range generally preferred by canners. In view of the good showing made by the *North American* and *Alrita*, and with two more mainland fishing boats on their way from Honolulu to fish longlines around Palmyra Island, it appears that this problem of the size of longline-caught fish is the only major uncertainty in the way of a continuing development of the Equatorial Central Pacific as a dependable source of tuna for American fishermen and packers.

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About This Issue . . .

The radio frequency rulings published in our last issue get a small but important revision by FCC this month. You'll find a full explanation on page 4.

*

"Report from Washington" gives the low-down on some important affairs at the Nation's Capitol—page 7. It wisely skips the Joe McCarthy circus because that proved unimportant—except that Joe and Cohn talked themselves to death.

*

That well known economics expert in the Fish and Wildlife Service, Dr. Richard A. Kahn, tells us all about the ratings of various countries

when it comes to Government Assistance. The accompanying tables make it easy to compare them with the United States. Starts on page 12.

*

"Take it easy" is a good slogan for sport fishermen but no good at all for commercial fishermen when there's work to be done. However, modern inventions are removing some of the uncertainties—see "Gadgets Help" on page 14.

*

The front cover illustration shows the crew and the *Spartan* getting ready to take in the net . . . with a good catch, they hope, they hope.

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Exploring Alaskan Waters

Exploratory otter-trawl fishing to investigate the commercial abundance and varieties of bottom fish in Prince William Sound was carried out this spring by the research vessel *John N. Cobb* which sailed from Seattle.

The gear used was a standard West Coast otter trawl with a five-inch (stretched mesh measure) cod end. A total of 102 one-hour tows were made in and near Prince William Sound. Some parts of the Sound were found to have bottoms too hard and irregular to be suitable for otter trawling.

From the standpoint of commercial fishing possibilities all catches were poor. No commercial sized populations of bottom fish were found. Small numbers of English sole, Dover sole, cod, sablefish, and starry flounder were caught in many of the drags. King crabs were caught occasionally; the best drag took 43 legal-sized males in the soft-shell state in Montague Strait. A few halibut were caught in many of the tows, and were released alive after being measured. Several drags were made with a shrimp beam trawl in Port Fidalgo, Port Gravina, Orca Bay, and Simpson Bay, to secure information to assist in planning future work in the area. The best beam-trawl drag caught

154 pounds of shrimp in a one-hour tow. Although the beam-trawl drags produced indications of shrimp, extensive exploration will be required to determine if shrimp exist in commercial quantities in the area.

Pacific Salmon Investigations

Of interest in connection with last summer's marine disappearance of pink salmon in Alaska are reports from biologists of the California Department of Fish and Game which indicate that last summer trollers caught unprecedented numbers of these fish in waters off northern California. Some of the larger specimens brought in for identification weighed nine pounds and were larger than those in the commercial catches in British Columbia and Alaska.

There was no way to approximate the number of pinks in the area as the smaller fish were thrown back. However, the fish were reported to be common. Formerly, the pink has been called the "lost salmon" when found in southern waters where it is considered to be out of its natural range. In the past the pink salmon has been newsworthy as it reached points in California as far south as San Lorenzo in 1916, Santa Monica in 1928, and La Jolla in 1946.

The Peso's New Value

Devaluation of the Mexican peso at first worked to the advantage of fishing boat operators who purchase supplies in Mexico, such as gasoline and ice. Recently the Mexican prices have been edging up, so things are about as they were. There was little change for boat operators who have to buy Mexican fishing licenses and pay for them in American dollars. The peso was devaluated from 8.65 to 12.50 to one U.S. dollar.

Packaging Exposition

A top level seminar, which will explore the packaging future, will be held in connection with the 5th Western Packaging and Materials Handling Exposition in San Francisco's Civic Auditorium, August 17, 18, 19.

The panel, which is to be highly selective in personnel, will probe beyond the routine everyday problems of the industry. It will consider, without restriction, the unusual needs of a changing living scheme in an atomic age.

Returning to San Francisco after a highly successful experience in Los Angeles in 1952, the 5th edition of the Western Packaging and Materials Handling Exposition promises to break its previous records. Exhibit space was sold out early in the year.

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Report from *Washington*

Gleaned from the Nation's Capital by John Harms

FISH BILL APPROVED.--The Saltonstall-Kennedy fish research and education bill has cleared the Senate with bright prospects that the House will approve it sometime this month. The bill authorizes the spending of more than \$3 million annually for research into all aspects of the fishing industry, education and stimulation of fish consumption.

Strong opposition to the bill was voiced in the Senate by Agriculture Committee Chairman George Aiken, who opposed it on grounds it trespassed on what he considered the Agriculture Department's exclusive property--30% of annual tariff receipts. The fish research money is to come out of a fund administered by the Agriculture Department, part of which that Department historically turns back to the Treasury, unused. Much of this fund is made up of tariff receipts from fish imports. Aiken also objected on the grounds that the bill would open the door for other industries to raid tariff receipts.

Farm bloc opposition is being worked up in the House, and chances are it may be even stiffer there than it was in the Senate. It should be pointed out that the Saltonstall-Kennedy bill could still be stopped. The fish industry is being asked by its representatives in Washington to write congressmen and urge them to give full consideration to the Bates bill and others that are similar to the Saltonstall-Kennedy bill when they come before the House.

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DUFF PUSHES.--Pennsylvania Sen. Duff, chairman of the Senate Commerce Committee subcommittee on fisheries, is being credited here with one of the most effective presentations of a bill on the Senate floor in a long time. The success of the drive to get the fish bill approved was in no small measure due to Duff's effective presentation.

Main reason Duff put his heart into the fight was that he considered it a great conservation measure . . . his first love is conservation of fish and wildlife. Key to Duff's interest lies in one sentence, made during his speech for the bill: "In the final analysis, this is a great conservation measure, the kind of measure that has been overdue for generations."

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AIM OF THE BILL.--Here is a run-down of some of the important programs that are expected to be launched under the bill, as explained by Sen. Duff:

First. Biological-oceanographic research, which is necessary for a sound conservation program leading to an optimum annual crop from the sea.

Second. A statistical program necessary for maintenance of authentic records of landings and prices for use of industry and as an aid to

the biologist. Market news service is essential in keeping industry informed as to current market conditions.

Third. Exploratory fishing and gear development to discover new fishing grounds and to improve methods of detecting and capturing fish.

Fourth. Technological studies to develop better methods of preserving, processing, distributing, and marketing fish and fishery products. Development of new uses for various species of fish and fish waste is an essential part of this program.

Fifth. Education and market development. This would be a program designed to promote and stimulate wider use of fish.

Duff declared, in summing up, that: "All these types of research should have been conducted down through the years. If that had been done, it is almost a certainty that our domestic fisheries would be thriving today.

"The fishing industry is composed of individuals and small companies which lack the resources necessary to carry on such activities on a long-range basis. It is only by a continuous, long-range program that the kind of results can be secured which were obtained in the halibut fisheries, as was so conspicuously illustrated.

"The fisherman is not seeking price supports or a subsidy. He is only asking that 30% of the revenue from imported fishery products be allotted, not to the Department of Agriculture, as at present, but instead that the 30% be channeled into the Department of the Interior, which means in practice into the Fish and Wildlife Service."

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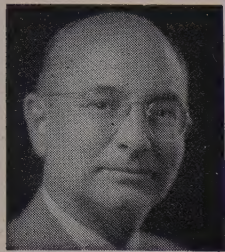
BIG POSSIBILITIES.--You get an idea of the tremendous possibilities that may be developed for the tuna industry, as well as for other fish, from the success of scientific research into halibut.

The International Pacific Halibut Commission had conducted one of the most thorough, systematic and continuous investigation of ocean fisheries "that had ever been conducted." Among other things, the Halibut Commission developed information on how and where the halibut was spawned, life history of the fish from youth to maturity and its life expectancy.

With this information it was possible to figure out how much the halibut population increases each year. Using that information, regulations were issued limiting the halibut catch to a poundage figure somewhat less than the rate of fish reproduction. Over the years, the halibut population has increased and so has the permitted catch. The catch was built up from 43 million pounds in 1931 to more than 60 million pounds at present.

--o--

TRIP LEASE.--There's growing concern in Washington fish and farm circles that the Senate may not get a chance to vote on the trip-lease bill (HR 3203). Strong efforts have been made to force the bill--already approved by the House--out of Sen. Bricker's Commerce Committee. Bricker shows no sign of giving in. (Continued on page 21)



The Publisher's Page



Return to Paradise.—Maybe not quite Paradise but good enough to suit all normal mortals here on earth. For now the economists are telling us the worst is over in the depression, recession or whatever it was that we've had.

If so, it wasn't too bad. If not so, then most experts agree there will be no serious dips for the next few years but there will be soft spots here and there occasionally for another year or two and then we will gather up steam and forge ahead again to new heights.

Perhaps some of this optimism stems from the fact that a belated Spring finally has put in its appearance all over the country; the birds are singing, the flowers are blooming, the crops are growing good . . . Everything is hunky-dory.

When all is said and done, this is a great and growing country and nothing can stop its progress. This seems especially true of the Pacific Empire. We are among those who believe we are now in the midst of the greatest development the West Coast has ever seen . . . greater than the fabled Gold Rush of the 49'ers because more people and more different interests are involved.

One of these days they'll be reviving that old joke about the man from the West who died and went to Heaven. They had to put him in chains to keep him there. Why? He wanted to go back to California.

"No Major Depression in Our Lifetime."—We are one of the many who sent a buck to New York, some months ago, for a book with the above appealing title.

We haven't mentioned it before because we didn't want to go off half-cocked on the subject. Every once in a while we get a letter from some dear reader saying he enjoys this page and has great confidence in its viewpoint. That's a record we hope to maintain.

Well, we mostly agreed with the author of this book . . . that this is a wonderful age, filled with new inventions and new discoveries, all pointing toward a better future. But, while we agreed pretty well, there was still the matter of timing.

Everything the author said might come true but it might be a long time coming. We might have to struggle through some pretty rough going before things got into high gear again.

Last night we got out the book and read it again. It seems sounder now than it did six months ago; sales and unemployment have stopped declining and there's a better feeling in the country generally.

In our opinion there is only one "colored gentleman in the woodpile." The color is Red and the country is Russia. If those savages quiet down, or if the UN and the U.S. will jointly make them behave, then we'll go along with the title of the book—and count on no major depression in our lifetime.

Batter Up!—As an ardent lover of all kinds of sports, we sometimes like to think of business as The Great Game of Business.

Many of the same rules apply in both sports and business; you've got to play the game hard and clean and follow the rules if you want to get ahead on the scoreboard.

Those who don't do so will sooner or later get thumbed out of the game by the umpire or yanked out by the manager. In business, there are bankers, credit ratings, competitors and others—all willing to see to it that you get what is coming to you but no more.

That's good enough for most of us. All the average red-blooded American wants is a fair and square chance to show what he's got and what he can do with it.

So let's enter into the Game with zip. Let's make business—our business at least—better by showing greater activity and initiative. Why sit on the bench and get a splinter in your you-know-what?

Maybe we won't make a home run but neither will we just stand there with our bat over our shoulder and take three strikes and out. Batter up!

Good Merchandising Does It.—In every industry leadership these days is going to those who have a good product and then do the best job acquainting the general public with its merits.

Nobody but nobody believes the following old gag any more: "Build a better mousetrap and the world will beat a path to your door." You may have the best trap or the best produce, but if you want to get ahead you've got to tell others about it and make them want what you've got.

In our industry there are many good examples of this. The leading tuna packers readily come to mind. They have a good product, a good trade name, and then they back it up with good advertising.

This fundamental principle of modern business carries on to the suppliers of cans and canning equipment . . . as well as the ship chandlers, the manufacturers and distributors of fishing boats and machinery, gear and equipment, insurance and other items needed by the fishing fleets. Business these days goes to those who offer the best quality and prices and then back it up with sound advertising and salesmanship.

Look Ahead.—If this page has a major point this time it is to look forward not back. Like the Sunday school teacher who was describing how Lot's wife looked back and turned into a pillar of salt.

"My mother turned back once while she was driving," contributed little Johnny, "and she turned into a telephone pole."

BRIANT SANDO

The San Diego Waterfront

By ROBERT K. LAWSON

THE San Diego tuna fleet ran into a series of mishaps last month that brought numerous headaches to owners and crews alike, and will probably result in the underwriters digging into their tills again. No lives were lost and no serious injuries were reported, although the incidents involved sinkings, fires, groundings, and fines by foreign nations that made black headlines from here to Ecuador throughout the month.

* * *

Leading off early in the month was the sinking of the 110-foot clipper St. George about 12 miles off La Jolla. No fish were aboard the vessel when she went down. Jo Balestrieri, skipper, said they were returning to San Diego after unloading at a San Pedro cannery, when the vessel turned hard to port.

It was believed something went wrong with the electric steering mechanism. A check with the local Sperry Gyroscope Company office revealed this firm had no automatic pilot aboard the St. George. Following the turn, the boat listed sharply and began taking water through the hatches.

With the engineroom flooded the vessel stopped dead in the water, laying on her starboard side. The crew had no time to don life jackets. They cut loose the skiff and motor launch and climbed in, when the St. George lurched suddenly and "went down like a bullet."

The six-man crew made a restricted section of the beach in La Jolla after rowing for three hours, where they "landed anyway." Aboard the vessel at the time of the mishap were Pete Balestrieri, Cula Vista; Charles Blanke, Balestrieri, Chula Vista; Charles Blanke, San Pedro; Vincent Adamo, Michael Balestrieri, and Sam Ciaramitaro, all of San Diego; in addition to the San Diego skipper, Joe Balestrieri.

Vince Adamo, of San Diego, was listed as managing owner, and the skipper as part owner. Balestrieri said the vessel was insured for \$160,000. Adamo estimated the St. George could not be replaced for less than \$250,000 today.



The St. George was built in San Pedro in 1939. She was turned over to the Navy during the War for use as a patrol boat, and is credited with being the only vessel of its type to capture a Nazi submarine. The ship carried a replica of the submarine, and a small Nazi flag painted on her stack.

* * *

Next came radio reports from Captain Joe Machado that his 500-ton Queen Mary crashed on a reef in the Galapagos Island area. No one was injured in the mishap, and it was reported the vessel was refloated a day and a half later with the aid of another tuna clipper the Ecuador.

The Queen Mary proceeded to Panama for further inspection and repairs following a preliminary inspection by divers at Galapagos. No serious damage is believed to have resulted, other than perhaps ripping a shoe from the keel. A full report has not yet been received, but general opinion is that the vessel will return to fishing soon.

* * *

Meanwhile several erroneous reports placed seven San Diego tuna clippers in hock to the Ecuadoran government for fines said to have been levied for fishing without proper fishing permits in the territorial waters of that country.

The vessels listed with their corresponding fines were the Conte di Savoia, \$9,088; Bernadette, \$1,240; Conte Bianco, \$8,848; Helen Ann, \$9,840; Santa Rosa, \$9,040; Sunbeam, 6,216; and the Sun Pacific \$11,618.

The Sunbeam is in the service of a Peruvian company and no information was available on it at press time. The Sun Pacific was ostensibly a forfeiture of a deposit made to effect release of the boat back in July 1952 although no official word has been received by owners.

A check with Harold Cary, general manager of the American Tunaboat Association revealed, "there was no question of the other five vessels fishing without a license." The Conte di Savoia, Bernadette, Conte Bianco, Helen Ann, and the Santa Rosa are all San Diego based tuna clippers perennially fishing in the southern waters mentioned. All of these vessels are in possession of an annual matricula, or registration, as required by law.

In addition, all held valid fishing licenses for the current trip, as required by law. According to Mr. Cary, it is believed only a technicality is involved, as to who performed the clearance.

The American Tunaboat Association, Cary said, has filed a statement with Guillermo Enchanique, local consul for the South American country on the two vessels which have reached port, the Bernadette and the Conte Bianco, both of which were boarded and papers found to be in order. Statements will be filed with the consul when the other three vessels involved (the Conte di Savoia, the Helen Ann, and the Santa Rosa) reach port.

None of the San Diego based vessels was stopped other than to inspect papers and all continued fishing.

* * *

Next in line came word that the Ecuadoran tunaboat Donna M had caught fire, burned and sank off Cape Velas, Costa Rica. The vessel was enroute to San Diego with 90 tons of frozen tuna for the Van Camp Sea Food Company. No further details were available, except that all members of the crew were reported safe.

* * *

George A. Dew, formerly sales manager of the San Diego Division of National Steel & Shipbuilding Cor-

poration, has been named president of National Marine Terminal, Incorporated, in San Diego. Mr. Dew succeeds W. L. Robinson, who will devote full time to the position of vice-president in charge of production for Westgate California-Tuna Packing Company.

National Marine Terminal's operations include management of a fleet of 14 tuna clippers which fish for Westgate. Mr. Dew was shipyard manager and assistant to the general manager at National Steel before heading the sales division.

* * *

The San Diego division of National Steel & Shipbuilding Corporation recently announced the start of construction on two new tuna clippers. Keels have been laid on two 127-footers for brothers George and Joe Soares, veteran fishing vessel operators in San Diego. Both vessels are expected to be launched by late fall this year, and incorporate one unique feature accepted by the tuna fishing fleet during the last 18 months, that of five-bladed propellers.

Utilizing 2-to-1 reduction gears, the new clippers with the five-bladed propellers, expect to achieve virtual elimination of hull and shaft vibration with minimum bearing wear. A fuel saving is claimed for the new propellers, as well as more speed and smoother propulsion. One thousand horsepower main diesels will be used.

* * *

Albacore fisherman Tony Zarkos has announced the sale of his fishing boat Renown, and the purchase of a larger boat. Tony estimates the new vessel, the Marietta, will fish a range of 600 to 700 miles with a crew of four or five fishermen. The new vessel measures 47 feet and will carry 16 tons of fish.

* * *

No information has been received yet from the import-tariff discussions held last month in Washington with representatives of 50 industries under the sponsorship of the Nation Wide Committee of Industry, Agriculture and Labor on Import-Export Policy. Representing the tuna canning industry at the conference are Edwin L. Morris, director of the Tuna Research Foundation; James B. Lane, president of Westgate California Tuna Packing Company and Don P. Loker, vice president of Star Kist Foods, Inc. Also attending were John Real of the Fishermen's Cooperative Association of San Pedro and Wilbert M. Chapman of the American Tunaboat Association of San Diego.

The million-dollar hard luck tuna clipper Scarlet Queen went on the auction block for \$236,108.48 in San Diego last month. Only bid made was by Arne Strom, of Tacoma Shipbuilding Company, who got the vessel for the actual liens and mortgages against it. Estimates were that it would take \$250,000 to put the boat in shape for the tuna banks, and cannery officials did not seem to want it in their fleets because of its huge size.

* * *

You can now get an outboard motor with each pound of coffee sold at Tedford's Boat Shop, in Santa Monica, according to Carl Nash, of San Diego. Only trouble is coffee, at the going rate there, is \$150 per pound.

Protective Tariff Group

O. R. Strackbein, Chairman of the Nation-wide Committee of Industry, Agriculture and Labor on Import-Export Policy, called a meeting of his group to be held in Washington, D. C., on May 18 . . . to bring together representatives of all groups affected by increasing imports to push for a program that will provide some measure of protection for such industries.

Underwater Shrimp Sounds

Preliminary tests to determine if commercial varieties of shrimp produce any characteristic sounds were carried out recently aboard the FWS gear research vessel *Pompano* operating out of Key West, Fla.

Immediately following capture, the shrimp were placed in a wooden tank set up on the stern of the vessel where they were kept alive in fresh circulating seawater. A hydrophone was inserted in the tank with the shrimp at various times of the day and night, but nothing particularly significant was heard on the ear-phones of the listening equipment.

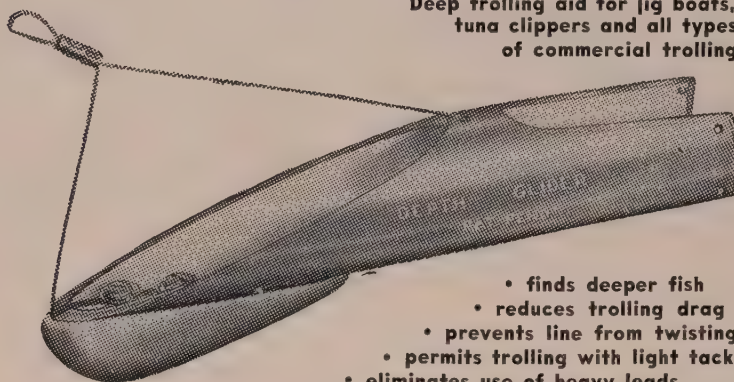
Later on when pieces of chicken liver were dropped in the tank with the shrimp, numerous clickings and sharp rasping sounds were heard . . . apparently caused by feeding activity.

Tape recordings show the sounds are well above the level of background noise usually encountered in the sea, and most of the energy seems to be concentrated in a frequency band between 3,000 and 5,000 cycles per second. These tests indicate possibilities of utilizing sounds for locating beds of shrimp by means of passive listening devices.

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GOVERNMENT ASSISTANCE *In Various Countries*

THIS is the scope of investigation of this subject: It covers the assistance given to fishery enterprises by the United States and by foreign Governments . . . as far as they are active in tuna fishing or processing of tuna products, inclusive of tuna-like fish and potential future competitors of the American tuna industry.

Besides the United States, the following countries were considered: In Asia—Japan and the Philippines; in North America—Canada and Mexico; in South America—Chile, Peru, Venezuela, and Ecuador; in Central America—Panama, Costa Rica, Nicaragua, El Salvador, Guatemala, Honduras, and Mexico; in Europe—The United Kingdom, The Netherlands, Denmark, Norway, Spain, Portugal, Italy, and France; in Oceania—Australia and New Zealand.

As can be expected, the most detailed information is available for the United States. For many countries information was not available on all subject matters which were of interest. The most regrettable fact is that statistical data, if available, are often sporadic and refer to different calendar or fiscal years.

The investigation itself did not give preference to countries with greater production of tuna and tuna-like fishes and products processed therefrom. In this search for information, all countries considered were treated as of equal importance. The investigation was extended to the aid given by central Governments, as distinguished from provincial or local aid.

It was not overlooked that, in some countries, practically all aid to the fisheries is granted by the central Government, while in others (for example, in the United States and Canada) substantial assistance is also extended by State, provincial, or local Governments. However, such assistance was mentioned only when it was of some importance.

Sources of Information

Information was obtained in the United States from budget reports and estimates; annual reports of Federal and State fishery administrators; from hearings before Congressional Committees; from material available in the Departments of Interior, Com-

By DR. RICHARD A. KAHN

merce, Agriculture, State, and the Library of Congress.

The official publications issued by various foreign Governments were utilized, also special reports prepared by Foreign Service Officers of the Department of States, the Reconstruction Finance Corporation, and from the Fishery Attache of the United States in Tokyo, Japan.

Interviews were held with officials of the Fish and Wildlife Service who have been stationed in foreign countries, and with others formerly stationed in foreign countries with knowledge of the interrelation of fisheries and Governments in such countries.

In many cases, it was not possible to obtain direct information on the assistance given in foreign countries to the tuna fisheries, but rather to fisheries generally. In such cases, an estimate had to be made as to the relationship of the fisheries as a whole to the tuna fisheries.

Emphasis was laid on data which would show the protective tariff duties applied in foreign countries in the interest of the tuna industries. Tariff specialists of the Department of Commerce, Office of International Trade, were helpful in collecting that data.

Various Types of Assistance

In the present investigation, all governmental assistance extended to fishery enterprises classifies into three main categories: (1) Bounties or subsidies, which may be direct or indirect; (2) emergency relief; and (3) other governmental aid.

Under bounties and subsidies are listed governmental grants made to enterprises in connection with the various phases of fisheries operations, and the special privileges which tend to lessen the costs of such activities.

Bounties and subsidies are sub-classified as: (1) direct, and (2) indirect assistance.

Under direct assistance are grouped

payments by the Government of sums of money to fishermen, either in consideration of certain past performances, or with a view to defraying a part of the costs of future undertakings; but, in both cases, upon compliance with specific requirements set up by the Government. Direct assistance includes bounties paid to fishermen, or to owners of fishing vessels for engaging in fishing operations for a specified length of time; bounties paid upon the exportation of fisheries products; subsidies granted for the construction or repair of fishing vessels; for the erection or operation of freezing establishments and other miscellaneous work. All direct bounties and subsidies are non-recoverable cash outlays by the Government, and reach the recipients in the form of direct cash payments.

In the case of indirect bounties and subsidies (indirect assistance), cash payments are not made directly to fisheries enterprises; the Government either lessens the costs of operations by granting certain privileges, entirely relieves the enterprises from carrying on certain necessary activities, or extends financial accommodation in the form of loans which otherwise would not be obtainable.

Thus, indirect bounties and subsidies include governmental loans or guarantees of loans to fisheries enterprises; miscellaneous indirect subsidies; for example, home market promotion activities carried on by the governments, and exemptions from customs duties or from taxes on commodities used in fisheries.

It appears that the governmental loans are the most important type of indirect bounties and subsidies granted to fishermen. With the exception of loans, all indirect assistance represents non-recoverable cash outlays or losses on the part of the government.

Another form of aid which is indirect and sometimes results in financial benefit to fishermen is the practice of some nations to maintain ice or refrigerated warehouses in fishing districts. The governments usually charge a fee for the use of these facilities but often it is an amount considerably under what the fishermen would have to pay for such service from a private firm.

(Continued on page 18)

Dr. Kahn is Chief of the Economics & Cooperative Marketing Section, Branch of Commercial Fisheries, Washington 25, D. C.

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The Northern Light cruises in the bay at Eureka, California, before heading south to its home port . . . Noyo.

Commercial fishermen have been celebrated in song, story and movies so widely that the more glamorous aspects of the industry have become well known. Colorful ceremonies, such as the blessing of the tuna, salmon and shrimp fleets, are justly celebrated. But the basic hard work, the long trips to good fishing grounds and the hard fights with ocean and elements—not as good a subject for the camera—goes on outside the public eye.

Most of the hard work goes on aboard the boats, many of which have a deceiving look of quaintness about them. They actually are stout craft powered by diesel engines and equipped with thoroughly modern marine navigational devices . . . as this article explains more fully.

GADGETS HELP

But there is no such thing as *Automatic Fishing*

THE modern commercial fisherman can have his boat loaded to the gunwhales with detectors of various types, high frequency radio sets and fancy steering gadgets. These new fangled inventions, are helpful but there's still plenty of hard work for the men.

Take the care of Otelius "Ted" Aaker who is the skipper and owner of the drag boat Northern Light which fishes off the Pacific coast.

Ted is a native Norwegian, with fishermen ancestors. He came to the United States when he was 20, married a girl in Minnesota, then moved to California.

In 1936 Ted felt the urge of his ancestors . . . he wanted to build a boat and go fishing. Calling on his experience in welding he built an all-steel craft and dubbed her "Doreen;" 39 feet long with an 11 foot beam, and the first fishing boat on the Pacific coast to be powered with a Caterpillar Diesel engine.

Aaker launched his boat in the Sacramento River, since it was near his home. He had already picked out his home port before the launching: a small fishing village situated on the California coast about 150 miles north of San Francisco called Noyo. He pulled in salmon, albacore, and shark.

In 1943 Ted sold his all-steel boat; he wanted to build something bigger . . . one which could be used to drag the bottom of the ocean for deep-sea fish such as sole and cod. He obtained a partner and built the Northern Light at Noyo harbor . . . ready for fishing by fall of 1944.

First of the Northern Light's improvements was the installation of

By BURNETT TREGONING

a Murphy Diesel 150 h.p. engine in the place of the original Chrysler Marine gas engine in 1945. This made the boat's top speed eight knots, with a fuel capacity of 1200 gallons. The boat is 53 feet long, has a 14½ foot beam and draws six feet.

Ted gathered a crew together and started dragging operations in the summer of 1945.

What kind of fancy gadgets does he have on his boat? Well, first we'll look at the pilot house. On entering the cabin one is amazed at the conglomeration of complicated looking machines. In the left hand corner is the Supersonic Depth Recorder. It is situated at eye level to facilitate reading. When he wants to use the recorder Ted flicks a switch, and a whine and a whirr signal that it is recording.

Another first for Aaker: this was the first Bendix Marine recorder installed in a fishing boat on the Pacific coast. The recorder indicates how much water is under the boat, also shows fish passing underneath if the school is large enough. Sardines, anchovies and herring are sometimes found in this manner. The bottom fish can't be picked up on the recorder; it will only record to a depth of 400 fathoms so it is used mainly for navigation.

Aaker uses the recorder to find his way into port in the fog by finding the depth of the buoy which marks the entrance channel. He knows that the depth of the channel is 28 fathoms so when he figures he is close to Noyo he hunts for this depth and follows it east until the lights and

other channel markings guide him the rest of the way home.

The boat has a radio direction finder which is a radio set with three bands, one for beacons, one for broadcasts and one for marine calls. The direction finder is only able to receive calls. When the beacon band is used the boat can pick up beams from light ships and station beacons on land. On the broadcast band the skipper of the Northern Light can tune in on any radio program within the station's range, and by adjusting his aerial can be guided back to port.

On the marine band Aaker can listen to other fishing boats . . . thus find out how fishing is going at different spots, or find the position of the Northern Light.

Of course the boat has an automatic pilot. Once the boat is set on a course, this pilot keeps her on it.

The Northern Light's radio has three bands. It is a receiving-sending set and with it Aaker can call the Coast Guard if he ever should need help. He talks to the manager of the plant which buys his fish, by calling San Francisco or Eureka to the north and his call is put on a telephone hookup. Thus the plant at Noyo can know in advance how the trip is producing.

The best aid to navigation, according to Ted, is an instrument called the Loran. This enables him to flick a switch while at sea and find out exactly where he is with little figuring.

The Loran system of navigation by radio provides accurate fixes at sea to ranges of 700 nautical miles by day and 1400 nautical miles by night. Operation of the Loran involves

measuring to a microsecond (millionth of a second) the time interval between the reception of short pulses transmitted from pairs of radio stations on shore.

A number of Loran stations operate upon the same frequency, but the number of pulses transmitted each second (the recurrence rate) differs for each pair. By setting the equipment for the proper frequency and recurrence rate any desired pair of signals can be observed. By the use of special charts Aaker can plot the exact place he occupies on the vast expanse of ocean.

There are Loran stations all along the Pacific coast. The closest two to Ted's port are at Point Arena (south) and Cape Blanco (north).

The Northern Light has never had a mishap of major proportions . . . thanks to the safety devices and the knowledge of the ocean stored up in Ted's mind.

The work aboard the craft is hard. It is pure physical labor and it takes a real man to do it. Navigating machines are no help when the nets are lowered and lifted. They can't stop the ocean from tossing the boat around.

The Northern Light is manned by a crew of two besides the skipper. They arise in the wee small hours to get their gear on board and usually leave around 3:00 a.m. for a trip. In the forecabin there are four bunks. The boat has a well stocked little galley; sometimes the seas get so choppy it is necessary to stay out four or five days or run the risk of being smashed on the rocks while trying to enter the jetty.

Before the boat leaves the harbor the 300 gallon fresh water tank is filled. Three tons of crushed ice is put aboard to store fish.

After the boat leaves the jetty the skipper keeps the prow headed westward until he is out past the three mile limit and then heads for his favorite fishing ground.

Putting the huge net out is a dangerous job; one careless step and a person could get tangled in a rope and be pulled overboard.

The Northern Light's net is called a 400 Mesh . . . "a sort of sole net which will also bring up rock cod." This has to be let out so the side which has 38 glass balls on it is last over the stern. These floats hold the net in a position somewhat perpendicular to the ocean floor.

A 4½ inch rope is attached to both sides of the net. This rope is attached at the other end at about 60 fathoms to what the fishermen call "Boards." These boards are attached to 7/16 inch cable which is fed out from a winch in the center of the deck. The boards are set so that they spread the mouth of the net open while it scrapes the bottom of the ocean. The winch is run on power from the main engine.

If the boards happen to get caught in the lines and mess up the works a lot of money could be involved in repairs.

If the water is shallow the boat usually drags the bottom for an hour and a half. In deep water the tow is usually four hours. Sometimes they can tell when they have a net full of fish because the boat is slowed down. When they fish for Dover sole, in the summer at 100-300 fathoms, the boat can drag continuously for as long as two days.

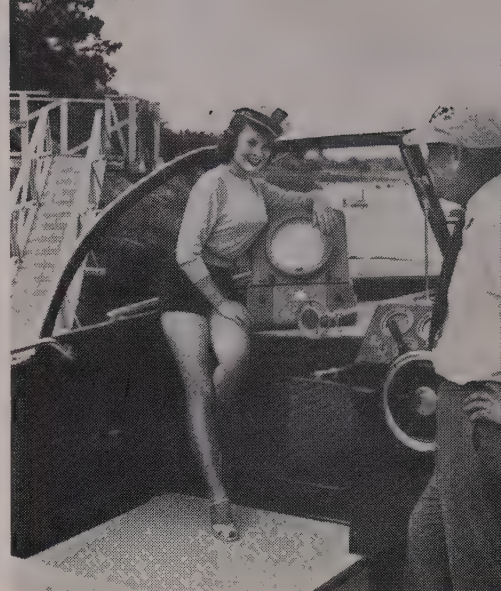
Fishing requires a lot of know-how but luck plays its part. Aaker relates, "Once we pulled 15,500 pounds of Chile Peppers, a species of Rock cod, in one hour and a half while a boat next to us didn't get over 1000 pounds!"

Unloading that quantity of fish from a net is no easy job. It takes only 15 minutes to let the net out if all goes well. It takes at least half an hour to heave the net in from 300 fathoms. When the net comes to the surface it is at the stern. Then the 20 foot boom attached to the mast is hooked with a single block to the net. The boat is swung around so the net is facing the side. The net is then hauled in piece by piece and the fish dumped on the deck.

The deck is partitioned off to hold the fish. The Northern Light has held 17,000 pounds on the deck alone. The boat can bring 60,000 pounds of fish back to port in the hold. Four years ago the crew brought 58,000 pounds home, their largest load. The ice is used only in the hold.

The three men and the boat have to fight the water, the cold, the sun, the wind and mostly the fog. "Fog is the worst enemy of navigation," says Aaker. "You have to be on constant lookout for reefs and other boats." The summers produce lots of fog on the Northern California coast.

The net which is so important to the drag fisherman, sometimes gets rough treatment. Once the Northern Light caught three sea lions in the



Equipment such as this is commonplace on modern fishing boats, says manufacturer Raytheon. What—the girl, too?

net at one time. Holes get torn in the net from rocks on the bottom. The boat has picked up barrels, paint cans, logs, roots and old clothes among other things. A year ago Ted lost a net, a set of ropes and one of the boards. The net cost \$600.

After two or more days of sweat and toil on the sea the crew and skipper bring their catch back to port and unload . . . thankful for the many safety devices and timesavers on the boat but glad for the old fashioned bed awaiting them at home. *

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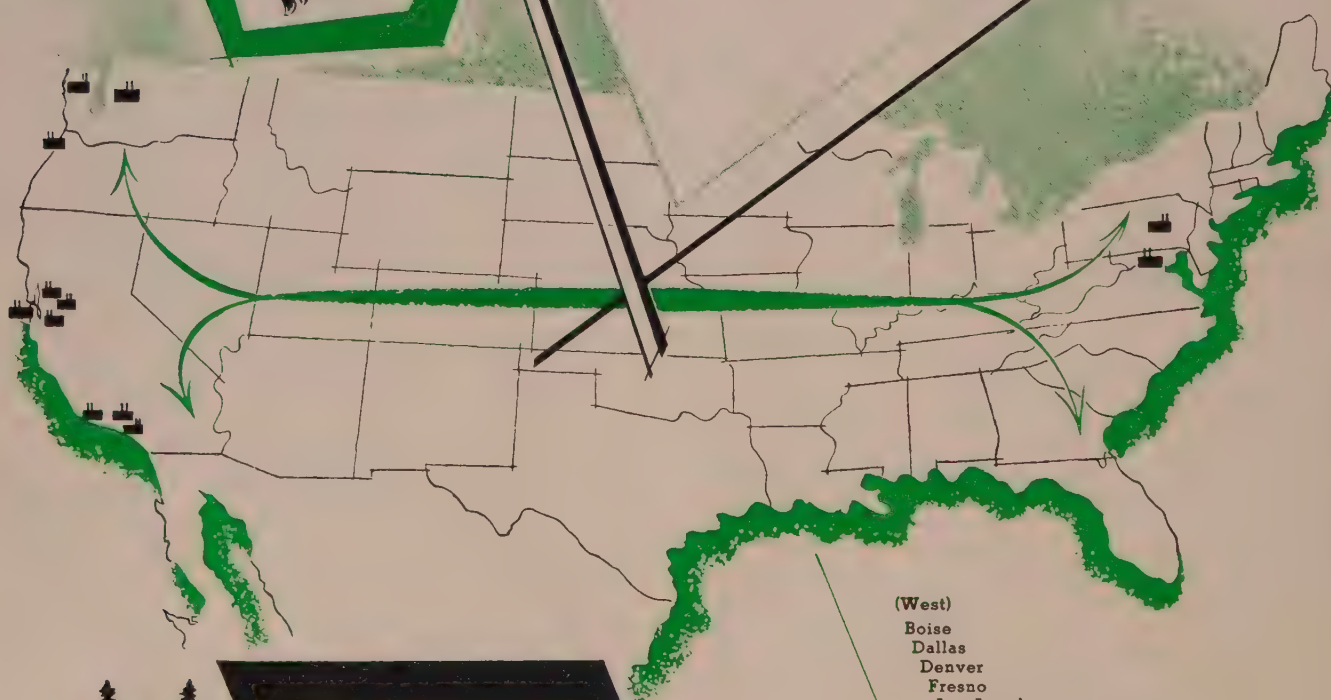
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Sardine Reduction

Continuing efforts to conserve California's fast-dwindling sardine fishery, the State Fish and Game Commission at its April 30 meeting denied the applications of 40 fish processors for permits to reduce sardines into fish meal and oil.

This is the second straight year that all applications for sardine reduction permits have been refused.

The reduction of whole fish is the only phase of the industry over which the Commission has any legal control. All other aspects of the fishery are governed by legislative law.

The total State-wide sardine catch, which once ran to over half a million tons a year, barely reached 2,600 tons in the 1953-54 season.

Philippine Fish Industries

A report has been released on a survey of ten Philippine industries (including those manufacturing fish nets and canned fish), to serve as a basis of action by Foreign Operations Administration and the Philippine Council for United States Aid in planning industrial development and interrelation of industries.

In outlining the government's contributions to industrialization, the report mentions tax exemption to new and necessary industries, and the institution of protective import and exchange controls. A follow-up on the survey team's work was the recent establishment of an industrial consultation service designed to stimulate growth of new industries.

In an excerpt of the report provided by the Embassy, the needs of the Philippine industries surveyed were indicated as follows:

Fish nets:

1. Control the importation of fish nets.
2. Lower cost of raw materials and increase productivity.

Canning industry:

1. Increase in food production to provide sufficient raw materials for the canning industry.
2. Financial assistance to deserving canning projects, especially those which have been in production but could not operate as desired.
3. Improvement of marketing.
4. Aggressive advertising campaign to promote local goods.

In a statistical summary, the sur-

vey reported that 3 fish net factories, with an invested capital of \$200,000, with an output of 142,000 meters or \$111,000 operated in 1952. The canning industry reported 37 firms canning meat, fish, and other food products (except pineapple). Data on production was lacking but reported as insignificant in comparison with pineapple canning, or actual consumption of canned food products in the Philippines.

Packing Frozen Shrimp

Rising costs of handling and shipping, plus increased competition, point up the necessity of improving and economizing in packing techniques. As a service to packers and equipment manufacturers, frozen shrimp packing has been recently studied by the Research and Development Division of Fibreboard Products Inc.

They found that the usual practice of "pan glazing," that is, simply freezing five pounds of shrimp in individual blocks of solid ice, provides a high degree of protection—but costs the packer too much. This method made double plant handling necessary, first to freeze each batch in a pan and later to refreeze in the carton, plus a cost penalty in freight charge of 25 to 30% for excess ice shipped with the product.

To provide highest quality glazing, yet with reduced handling and

shipping costs, Fibreboard Research has proved a new technique which is practical. First, the shrimp are given a quick deep pre-freezing. Then they are packed in the carton over a bottom layer of slush ice, with a second layer of slush on top. Since the shrimp are already frozen, the slush ice freezes on contact and does not settle enough to expose the top surface. Thus, the shrimp are completely surrounded, though the amount of ice weight is drastically reduced. Glaze protection is equivalent to "pan glazing," yet the refreezing operation and the double handling of cartons are avoided.

Fibreboard Research says this process can be handled with standard equipment components, and that interested packers and equipment manufacturers may find considerable advantage in it.

Tuna Travels

Logging an average of 18 miles a day, two albacore tuna tagged by the California Department of Fish and Game off Lower California have been recovered by Japanese fishermen 500 miles northwest of Midway Island.

The distance record for albacore was set last June when a fish tagged by the department 324 days earlier was recovered about 500 miles southeast of Tokyo.

Salmon in Morro Bay

Although salmon have been known along the Morro Bay coast for some years in undetermined numbers, this is the first time salmon fishermen have established a fishery here. The unprecedented early run of King (chinook) salmon brought scores of boats from the San Francisco Bay area where fish size has been disappointing.

The local season started around May 10 when the Rebel with Gerald Smith and Pete Johnson brought in fish weighing 20 pounds and over. They were taken between Point Buchon and Estro Point. Boats from as far north as Alaska are fishing these waters; the majority are from Moss Landing, Santa Cruz, and Monterey. Small boats are coming in once or twice daily to unload, larger boats icing down to take advantage of weather conditions for as long as possible. Prices paid at the dock are 29c a lb. for under 12 lbs. dressed weight, and 34c a lb. for over 12 lbs. dressed weight.

A general estimate of the amount is four to five tons daily here, while Avila is doing a little better at about five tons.

Aside from purchases by local markets, fish are being trucked to Los Angeles, to the Mason Case Co. in Moss Landing and The American Freezer Co., in Monterey. Fishermen are hopeful that the run will continue unabated for another month.

Government Aid in Various Countries

(Continued from page 12)

Other cash payments to fishermen, not a part of definite governmental policies toward fisheries, are lumped under "emergency relief." This aid, going to needy fishermen, is likely to cease with the improvement of general economic conditions in the respective countries.

Finally, under "Other Governmental Aid," are listed all other types of assistance, classed in two main groups: (1) facilitation services, and (2) administrative functions of departments or bureaus of fisheries. As these items do not lend themselves to monetary measurements, their funds usually are non-recoverable.

Governmental activities which tend to improve the basic conditions of fisheries operations are classified as facilitation services. These services include fish protection and propagation research and investigation, the improvement of port facilities, and other activities affecting the general working conditions of fishermen; for example, biological, statistical, and economic research, technological assistance, dissemination of information, and education of fishermen.

"Administrative functions" cover chiefly the routine activities of the fisheries bureaus: general supervision of fisheries, administration of various

forms of aid, enforcement of fishery laws, such as those designed to prevent excessive depletion of waters, or to assure the quality of the product marketed.

Summary of Findings

Some governmental aid is given to fisheries in all the 26 countries examined. The specific aid to the tuna fisheries could only, in few cases, be separated from the aid which was given to the fisheries generally in the respective country. Where the assistance, given to the tuna industry could not be segregated, it was assumed that the assistance given to this industry is in proportion to the catch of tuna and tunalike fishes compared with total catch by quantities or by values.

With regard to some countries in which tuna or tunalike fishes are not landed, or landed in very small quantities, assistance to the fisheries was discussed only if it appeared that such countries would in the near future develop tuna fishing or a tuna processing industry.

A few countries give direct subsidies to their fisheries either in the form of bounties, grants for vessel construction or other direct grants. Only 7 out of 26 countries were found to assist with such direct subsidies

which are considered to be non-recoverable losses from the government treasury in question.

Seventeen countries out of 26 make loans to fishermen or fishery industrial corporations for the development of their industry, mostly for the acquisition or reconditioning of vessels. The United States is included among these 17. Seven countries out of 26 give guarantees of such loans when the loans are advanced from private sources.

Only five countries maintain public ice or refrigerated warehouses for the use of fishermen or fish processors. Seven countries provide for emergency relief in the case of disaster, hurricanes or as consequence of war emergencies.

Twenty-one out of 26 countries are engaged in biological research and 20 countries give assistance for fishery technological research. Only 16 countries support fish propagation by public funds. Fishermen's schools and fishermen's colleges are supported by government contributions in 12 countries. Exploratory fishing is government supported in 10 countries.

The importance of the fishery products as objects of international or national trade can be seen from the fact that 15 countries have set aside funds to support marketing and marketing research. Only 13 coun-

Table 1—GOVERNMENT ASSISTANCE TO THE TUNA INDUSTRY IN THE UNITED STATES AND COMPETING COUNTRIES AS OF FEBRUARY 1, 1953

Types of Assistance Rendered

Country	Fishing Bounties	Subsidies for Vessel Construction	Other Direct Subsidies	Government Loans	Government Guaranties	Miscellaneous Indirect Subsidies	Tax or Duty Exemption	Protective Tariff (Raw Fish)	Protective Tariff (Canned Fish)	Import Licensing	Maintenance of Ice or Refrigerator Warehouses
United States	—	—	—	*	*	*	*	—	*	—	—
Canada	*	*	*	*	*	*	—	*	*	—	*
Mexico	—	—	—	—	—	—	—	*	*	—	—
Guatemala	—	—	—	—	—	—	—	*	*	—	—
Panama	—	—	—	—	—	—	*	*	*	—	—
El Salvador	—	—	—	—	—	*	*	*	*	*	—
Honduras	—	—	—	*	—	—	—	*	*	*	—
Nicaragua	—	—	—	—	—	—	—	*	*	*	—
Costa Rica	—	—	—	*	—	—	*	*	*	*	—
Venezuela	—	—	*	*	—	*	—	*	*	*	—
Ecuador	—	—	—	—	—	—	—	*	*	*	—
Peru	—	—	—	*	—	—	—	*	*	*	*
Chile	—	—	—	*	—	—	*	*	*	*	—
Colombia	—	—	—	*	—	—	—	*	*	*	—
Japan	*	*	*	*	*	*	—	*	*	*	*
Philippines	—	—	—	*	—	—	*	*	*	*	—
Australia	—	—	—	—	—	—	—	*	*	*	—
New Zealand	—	—	—	—	—	—	—	*	*	*	—
United Kingdom	*	*	*	*	*	*	*	*	*	*	*
The Netherlands	—	—	—	*	*	—	—	*	*	*	—
Denmark	*	—	—	—	*	—	—	—	*	*	—
Norway	*	*	*	*	—	*	—	—	*	*	*
France	—	—	—	*	*	—	*	*	*	*	—
Spain	—	—	—	*	—	—	—	*	*	*	—
Portugal	—	—	—	*	—	—	*	*	*	*	—
Italy	—	—	—	*	—	—	*	*	*	*	—

— Assistance not rendered.

* Assistance rendered.

tries support regular statistical data collection. The same 13 countries have set aside appropriations for economic research.

Trade Information Available

Twelve countries give assistance by dissemination of information, mostly concerning the results of biological studies or exploratory fishing. Some countries also make available to the fishery industries regular marketing reports as well as trade conditions in foreign states. Five countries provide special legislation for certain types of fishery enterprises; for example, for fishery cooperative assistance, for fishery export associations or for fishery monopolies.

Specific efforts were made to collect data on tax or duty exemptions for fisheries, protective tariffs and quota systems imposed on fisheries. Ten countries show exemptions for certain taxes or duties for fisheries either in the form of tax exemptions on gasoline, motors, or other equipment used in the fishery industries or in the form of duty free importation of such equipment.

Import Duties

All countries but the United States, Denmark, Norway, and Nicaragua, levy an import duty on fresh and frozen fish, especially fresh and frozen tuna. But, of these four countries, three — Denmark, Nicaragua, and Norway — have established import and exchange license systems which at present are prohibitive to importation of any fresh or frozen tuna.

Consequently, only the United States permits duty free importation of fresh and frozen tuna without any restrictions as to quotas and international payments. (Italy permits the duty-free importation of fresh and frozen tuna for canning in Italy. However, it does not issue import permits for imports from hard currency countries.)

Control in 21 Countries

All together, 21 countries at present apply a strict control on monetary exchange and on imports; this makes practically impossible the importation of tuna and tunalike fish products. All 26 countries levy an import duty on canned tuna and tunalike fishes.

For further details with respect to the various types of assistance rendered to the tuna industries of the various countries studied, see table 1. More detailed information was obtained but space does not permit its reproduction here.

The comparative effect of the vari-

Table 2—COMPARATIVE IMPORT DUTIES ON TUNA IN CENTS PER POUND, AS OF FEBRUARY 1, 1953

Assumed Price of Fresh Tuna=15 cents per pound net		Assumed Price of Canned Tuna in Oil=60 cents per pound gross	
Country	Cents per Pound	Cents per Pound	
	Fresh (net)	Canned in oil	
		(gross)	
United States	free	27.0	
Canada	1.0	15.0	
	(Most Favored Nation .5)	(gross)	
		(Most Favored Nation .12)	
	(Commonwealth Country .5)	(Commonwealth Country .12)	
Mexico	2.0	25.0	
Panama	2.3	2.3	
Guatemala	2.3	17.1	
Honduras	16.6	15.3	
El Salvador	15	23.3	
		(Most Favored Nation 13.3)	
Nicaragua	free	4.1	
Costa Rica	5.7	12.2	
Venezuela	27.0	27.0	
Ecuador	14.3	29.0	
Peru	3.3	10.2	
Chile	15.6	28.4	
Colombia	9.2	29.5	
Philippines	2.1	12.0	
Japan	1.5	12.0	
Australia	2.7	8.5	
	(For Commonwealth Country and Most Favored Nation) 4.7	(For Commonwealth Country and Most Favored Nation) 10.3	
		16.3	
		(General)	
New Zealand	1.6	2.1	
	(Commonwealth Country)	(Commonwealth Country)	
	(Most Favored Nation) 2.4	(Most Favored Nation) 3.7	
	(General)	4.4	
		(General)	
United Kingdom	1.5	6	
	(General)	(General)	
	free	free	
	(Commonwealth Country and U.S.A.)	(Commonwealth Country and U.S.A.)	
Netherlands	free	14.7	
	Duty tax		
	0.7		
Denmark	free	1.6	
Norway	free	5.0	
France	15	45	
	(General)	(General)	
	5	15	
	Trade Agreement Country)	(Trade Agreement Country)	
Spain	3.7	53.6	
Portugal	3.2	25	
	(General)	(General)	
	1.6	12.5	
	(Trade Agreement Country)	(Trade Agreement Country)	
Italy	4.5	24	
	(General)	(General)	
	2.7	13.5	
	(Trade Agreement Country)	(Trade Agreement Country)	
	Free if imported for canning in Italy		

ous duties levied are given in table 2 where a price of 15 cents (U.S.) per pound net and a price of 60

cents (U.S.) per pound gross has been assumed to determine the effect of duties of all countries. *

FISHERIES and CONGRESS

THE Senate last month passed an amended version of S. 2802 (Lev-erett Saltonstall, Mass.), a bill to further encourage the distribution of fishery products, and for other purposes.

Before Senate passage, the amendments recommended by the Interstate and Foreign Commerce Committee were adopted. Following adoption of these amendments, Senator Ellender (La.) offered additional amendments designed to effect a compromise between the Senators sympathetic to the fishing industry and Senator Aiken (Vt.), the leader of the agricultural group endeavoring to retain the funds for agricultural research. Senator Aiken accepted the amendments and the bill then passed without a record vote.

Briefly stated, the amendments are as follows: (a) To limit the term of the program to three years commencing July 1, 1954, and ending June 30, 1957; (b) Limit the amount of money spent in any one fiscal year to \$3 million; (c) To require the Secretary of the Interior to report annually to the appropriate committees of the Senate and House on the use of the separate fund created by the legislation.

The bill will now go to the House for further action. The House Committee on Merchant Marine and Fisheries has not yet reported on the comparable Bates and other bills. It is believed the Committee has been holding off waiting to see what action the Senate would take.

Other Legislation Introduced

H.R. 9159 (Oakley Hunter, Calif.). A bill to amend the Tariff Act of 1930 so as to provide a permanent procedure for adjustment of tariff rates on a selective basis, to regulate the flow of imported articles on a basis of fair competition with domestic articles, and for other purposes. To the Committee on Ways and Means.

During the week 11 other Congressmen introduced identical bills.

This is the bill backed by the Nation-wide Committee of Industry, Agriculture and Labor on Import-Export Policy, of which O. R. Strack-bein is Chairman.

Congressman Hunter made a statement on the floor of the House at the time he introduced the bill, portions of which follow :

"The bill is designed to restore to Congress the final responsibility for any adjustments made in the tariff.

"To this end the bill would empower the Tariff Commission under stated conditions to increase or reduce or to establish rates of duty, or to impose, modify, or withdraw import quotas, subject only to congressional veto.

"The stated aim of the bill is to establish imports on a fair competitive basis, first, by avoiding import injury to domestic producers; and, second, by providing means of reducing excessive rates to the peril point—that is, to the point below which import injury would occur. This might include complete removal of a duty.

"The bill would give statutory standing to the rates now owing their existence to a trade agreement concession. Therefore, there would be no increase in any rate of duty upon expiration of the existing trade agreements law. All existing trade agreements would remain in effect in accordance with their own terms until or unless expressly abrogated."

President Modifies Tariff Position

President Eisenhower disclosed that he is willing to abandon his request for comprehensive foreign trade legislation this year and would accept a one-year extension of the Reciprocal Trade Agreements Act.

The President made his position known in a letter to Charles H. Percy of Chicago, president of Bell & Howell Company. Mr. Percy headed a group of business leaders who called at the White House in April to express their support of the Randall Commission recommendations for tariff revisions.

The letter constituted the first public acknowledgment by Mr. Eisenhower of the legislative fact that there is little chance to get further tariff-cutting authority through Congress this year.

In his letter to Mr. Percy, the President said the Tariff Act changes

proposed in his special foreign economic message to Congress are the "heart" of his foreign economic program, but that he believed there should be full and adequate hearings and every opportunity for opponents as well as advocates to be heard.

He then said: "Since the present act expires on June 12, 1954, a simple one-year extension will, of course, be required for the interim period."

In his message to Congress last March, Mr. Eisenhower had asked for a three-year extension of the Reciprocal Trade Agreements Act, along with amendments which would permit tariff reductions up to 15%, at the rate of 5% a year.

Philippine Trade Act

The Department of State in a communication to the Congress on May 13 requested an 18 months' extension of the period of free entry of Philippine articles into the United States from July 4, 1954, to January 1, 1956. Legislation proposed for implementing this request would enable the President of the United States to bring this extension into effect by proclamation to cover that period between the aforementioned dates for which like treatment is accorded United States articles entering the Philippines. *

Yellowfin in Gulf of Mexico

Significant catches of large yellowfin tuna in the Gulf of Mexico were reported in a brief message from the FWS exploratory vessel *Oregon* on May 19. The vessel has been fishing with floating long-line gear near the 92nd meridian in the central Gulf and in the Gulf of Campeche to waters off Vera Cruz, Mexico.

Using only experimental quantities of long line, the *Oregon* has taken tuna on every set in this area of the Gulf. The best catch to date was six large yellowfin caught on a set of approximately 200 hooks. A few shark and marlin have also been taken along with the tuna. The successful catches indicate a wide distribution of tuna in the Western Gulf at this season of the year. The report indicated that the tuna appeared to be spawning in these waters.

Insiders here say about the only way the Committee will be compelled to kick the bill loose would be through pressure from other Senators who hear loud squawks from their constituents. Advice from the National Fisheries Institute: "This matter is so urgent that you are requested to wire your Senators and members of the Commerce Committee not to delay passage of this bill any further."

NFI thinks chances for the bill being reported out of Bricker's committee are so slim that it has sent out an emergency call to all members to contact their Senators. NFI says unless this is done, " . . . it is unlikely that the committee will permit the bill to be voted on in the Senate before the final adjournment of this session."

If the Senate doesn't get a chance to vote on the bill before this session ends, all the work to get a law prohibiting interference of the Interstate Commerce Commission in 30-day trip-leasing will have to be started over. The House will have to vote on it again. And by that time, there's a good chance that the ICC regulations on the use of exempt trucks may have gone into effect.

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NFI TESTIMONY.--The Bricker Commerce Committee will hold further hearings on the trip-lease bill June 7, although there is a possibility this might be postponed. The National Fisheries Institute plans to testify in support of the bill.

NFI opposed the proposed ICC restrictions on the trip-leasing practices of the unregulated truckers hauling fish and seafoods on grounds that they "would indirectly destroy the legislative exemption granted this traffic by Congress . . ."

William C. Ehalt, NFI traffic director, says, "A flexible trucking system is needed by the industry to accommodate the unpredictable catches of seafoods. Unfortunately, fish do not make themselves available at regular intervals or in uniform quantities. We must, therefore, have available a transportation system fitted to the particular needs of this traffic."

The ICC, meanwhile, is scheduled to re-open the whole case on June 14. The ICC hearing is seen here as a strong bid to slow down support for HR 3203. Earlier moves along this direction were more than 55 changes by ICC in its original order.

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TIME-LAG BILL.--Don't be misled into thinking that S 1461, the time-lag or "quickie" freight rate bill is dead now that it has been sent back to the Senate Commerce Committee by a narrow Senate vote. Immediate moves had been made to get the bill out again as soon as possible. Sen. Bricker favors this measure as strongly as he opposes the trip-lease bill.

Main reason the bill was sent back to the Committee was that it had never been subjected to a public hearing by the full Commerce Committee. This is a highly unusual procedure.

The time-lag bill would require that ICC give railroads freight increases upon request before supporting evidence was presented, or before objections to freight rate increases were heard. ICC would put the increases into effect after 60 days notice. The measure includes no pro-

vision for a rebate of freight rate charges collected should ICC later find that the increases were not justified.

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JAP TUNA IMPORTS.--The increased contract freight rate on frozen albacore, skipjack and yellowfin tuna shipped to the U.S. from Japan is expected to stick--despite protests by Jap exporters. Exporters claim the \$5 increases for frozen stuff is out of line with ocean freight rates on canned tuna.

Effective June 1, the Japanese-imposed increase of \$5 ups cost of shipments to Pacific Coast ports to \$50 per short ton, and to Atlantic and Gulf ports to \$62.

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TUNA SEARCH.--The government's exploratory fishing vessel, the Oregon, now is in the Gulf of Mexico sizing-up the tuna possibilities. The Oregon will make long-line sets for tuna along the 92d meridian from the coast of Louisiana to the Gulf of Campeche. Off-shore long-line fishing for tuna will be carried out on the route to Brownsville, Texas, from the Gulf of Campeche.

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TUNA TARIFF.--You can now rule out any chance that Congress will authorize higher tariffs for tuna imports. With about a month and a half to go before the 83rd Congress calls it quits, there is no sign of activity which might indicate that any of the various tuna tariff bills will be acted upon. Congressmen are already showing an inclination to get out of muggy Washington and back home to do some fence-mending.

There is now also no chance that President Eisenhower will get authority he seeks to lower import duties whenever he thinks it can be done without harm to domestic industry and is needed to keep our friendship with foreign countries. This request for more tariff authority was the result of the controversial Randall Commission recommendations. Present reciprocal trade agreement law is expected to be extended for another year.

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FROZEN FISH HOLDINGS.--The Branch of Commercial Fisheries reports that cold storage holdings of frozen fishery products on March 31 totaled 112 million pounds. That's 6.8 million pounds less than on the same date a year ago, and 26.2 million pounds less than at the end of February. Indications were that on April 30, holdings would drop down to about 100 million pounds.

Tuna holdings were just short of 200,000 pounds, compared with 690,000 pounds a year earlier and the 5-year average of 510,000 pounds.

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TUNA OIL.--Bigger tuna receipts at California canneries is being reflected in a big increase in production of tuna oil and meal. The Commercial Fisheries Branch says that tuna and mackerel oils during March accounted for 66% of the total production of over 42,000 gallons. New England groundfish and miscellaneous oils made up the remaining 34%.

Meal derived from tuna and mackerel also led in the production of fish meal and scrap for the month. The production of homogenized condensed fish amounted to 2.6 million pounds, while that of condensed fish solubles reached nearly 1.7 million pounds.

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REPORT ON the Tuna Venture In American SAMOA

A U. S. Fish and Wildlife Service observer, W. G. Van Campen, returned recently from American Samoa, where he has been since January, observing the progress of an experimental venture in American-Japanese cooperative tuna fishing. According to Mr. O. E. Sette, Director of the Pacific Oceanic Fishery Investigations, the Service is interested in this fishing operation because of its own extensive program for the development of tuna fisheries in the central Pacific area. This Samoan operation involves the use of the government-owned tuna cannery at Pago Pago, which had been idle since 1950.

The observer reported that the initial stage of the venture, which involved seven Japanese fishing boats and two American freezerships, produced a total of about 590 tons of tuna, one-fourth of it albacore and the rest yellowfin, over the period from January 15 to April 15. Catches of tuna declined sharply during the latter part of March and April, indicating that the abundance of tuna in

Samoa waters may be subject to considerable seasonal fluctuations. This is a matter which only the experience of year-round fishing can clarify.

The yellowfin tuna varied in abundance and size during the three-month Samoan operation. During February about 2.5 yellowfin were caught per hundred hooks, averaging about 140 pounds in weight. The catch rate declined throughout February and March to a low of 1.01 yellowfin per hundred hooks with the weight declining during the same period to an average of about 110 pounds. A surprisingly large amount of albacore, 131 tons, were taken on longline gear by the Japanese fishing vessels during this first operational period. These large albacore, averaging 40 pounds in weight, appeared to be more abundant south of Samoa towards the Tonga Islands. About 75% as many albacore were caught as yellowfin, but because of the difference in size of the two species, albacore accounted for only about

20% of the total weight of tuna landed.

The enterprise was financed and managed by the Van Camp Sea Food Co., Inc., which has leased the tuna cannery at Pago Pago from the Tokyo Marine Products, Inc., which bought the fish from the boats and sold them to Van Camp. A large part of the tuna catch was frozen and shipped to Van Camp's canneries in California aboard the chartered freezership *North Star*, while the marlin were frozen and shipped to Japan in the freezership *Washington Star*, an American vessel chartered by the Japanese company.

Enough tuna was processed at the cannery to give it its first trial of full-scale operation since its construction by Harold Gatty's firm, Island Packers, back in 1949. Although numerous minor problems remain to be solved, the feasibility of producing canned tuna in American Samoa has been demonstrated. The high demand for tuna, combined with the obvious advantages of less experienced fish, availability of Samoan labor, and proximity to new tuna grounds make it almost certain that every effort will be made to get the Pago Pago plant into steady production.

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PORTLAND OREGON

At the ninth annual convention in Cleveland last month Emmett M. Conannon, of Chicago, Ill., was elected president of the National Fisheries Institute for the coming year.

A resolution unanimously adopted called for a re-statement by the United States government of the principles of international law with respect to fishing on the high seas. The provisions of international law have not been reviewed for many years, industry leaders said, and they feel a statement is necessary at this time to protect both our fishermen and the resources of the oceans.

Under terms of the proposed legislation, fishermen operating under provisions of United States regulations would be re-imburshed by this government if the fishermen were interfered with by any other country. Purpose of this would be to protect the economic interest of individual fishermen while the two countries are reaching a mutual understanding with respect to fishing regulations.

Important Resolution Adopted

The resolution also asked that the proposed legislation make provisions for the adoption of additional international treaties between the United States and other countries to regulate and conserve fishery resources.

The basis for the indemnification by the United States of its fishermen operating on the high seas is grounded in the idea that it is of major commercial and defense interest to the U.S. to preserve the freedom of the seas, a concept which has been assailed during the last ten years by a host of coastal nations which have claimed sovereignty over the seas for a distance of up to 200 miles from shore. The U.S. cannot maintain the principle of the freedom of the seas unless it continuously asserts and makes full use of the high seas in accordance with its views of international law on the subject.

International conservation treaties between the United States and Canada, for instance, have been most effective in the past in protecting or restoring the supplies of halibut, salmon and seals. The United States, Canada and Japan are now member-nations in the North Pacific fishing treaty.

Members of the Institute were

urged to contact their Representatives and Senators in an effort to secure passage of the requested legislation during this session of Congress.

Facing the Future

"New Fields to Conquer" was the subject of a talk by Ralph S. Damon, President of Trans World Airlines. He stated that America's oldest industry and one of America's youngest industries are both facing up to a bright future in which there are new horizons, new markets and new fields to conquer. He cautioned that both must use imagination and daring as well as resourcefulness if we are to stand out in today's tough competition.

Mr. Damon was emphatic that he did not agree with the "prophets of gloom" but felt that members of the fishing industry have a bright future with no limit to where they can go if they continue to develop new ideas to build sales and service for the consumer.

He summed it up: "Out of new ideas come new markets, and out of markets, new sales. Selling is the way back to a free economy and there never was a better opportunity for

J. RUSSELL ESTY

Dr. James Russell Esty, Director of the National Canners Association's Western Branch Laboratory, located at Berkeley, Calif., died at his home in that city from a heart attack. Born at Slatersville, R. I., in 1893, Dr. Esty began his career with the Canners Association in the Washington, D. C., laboratory staff in January 1919. He was transferred in 1925 to San Francisco to conduct bacteriological research and processing studies and assist in the information of the Association's western branch research laboratory. After the laboratory was established he was made director; also in charge of the Laboratory for Research in the Canning Industries. He held these positions continuously since then and had many contacts throughout the industry.

selling than the one which confronts all of us now."

In addition to the election of Mr. Concannon as top official in the Institute, the members named C. M. Reinke, of Los Angeles as secretary, and re-elected Frank W. Wilkisson of New York as treasurer.

Vice presidents elected were: Herbert Stevens, of Boston; Charles Woodfield, of Galesville, Md.; T. H. Shepard, of New Orleans, La.; G. J. Kuhn, of San Diego, Calif.; William B. Hall, of Seattle, Wash., and Charles Salasnek, of Detroit.

The National Fisheries Institute, composed of representatives of all branches of the fishing industry in the United States, Canada and Mexico, will meet in New Orleans in 1955.

Dead Reckoning Text in Navigation Course

The marine navigator must make frequent determinations of the position of his ship, and a frequently used method is known as the process of *dead reckoning*.

A completely revised text, "Dead Reckoning," has been added to the curriculum of the International Cor-

respondence Schools, utilizing the most modern methods of computing dead reckoning. Older methods, involving complicated mathematical calculations have been replaced with the modern method of plotting.

The text thoroughly covers both the theory and practice of dead reckoning: Currents, Plane, Traverse, and Sailing. Successful completion of the course will assist the student in passing the examination required to obtain a license for mate or master of any class of vessel.

Alaska Salmon Program

Clarence L. Olson, general manager of the Pribiloff Islands fur seal operations, has been detailed to launch the Alaska salmon restoration program of the Fish and Wildlife Service. This program is directed toward reversing the downward trend of the salmon catch and to revitalize the industry, which is the most important in the Territory.

Conservation measures include complete closure of certain important areas where depletion has reduced runs so there is no surplus beyond spawning needs. In other areas where depletion is less pronounced, trap fishing has been cut 50% and seining

zones have been closed to increase escapement to give salmon a chance to reach spawning grounds. Fishing intensity has been curbed where there is evidence of declines.

Imports Show Big Increase

A big increase in the imports of many fishery products during the first quarter of 1954 are reported by the FWS Branch of Commercial Fisheries.

Principal increases noted amounted to 60% in imports of fresh and frozen tuna . . . 46% in tuna canned in brine . . . 45% in bonito canned in oil . . . 23% in shrimp . . . and 18% in fillets of groundfish and ocean perch. Imports of tuna canned in oil dropped sharply, down 71%.

"Tuna—A Saga of the Sea"

The Tuna Research Foundation, Long Beach, Calif., recently issued an attractive booklet called, "Tuna — A Saga of the Sea." The booklet not only gives housewives new ideas for salads, casseroles, sandwiches, and appetizers but an interesting account of the tuna fishing industry.

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